SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

9

TIME TABLE

FOR THE

NEW MEXICO DIVISION

To Take Effect Sunday, December 29, 1929, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only

F. L. BURCKHALTER, *General Manager*

R. L. RUBY, *Superintendent of Transportation*

A. E. SWEET, *Assistant General Manager*

W. B. KIRKLAND, *Superintendent*

ALAMOGORDO SUBDIVISION

Time Table No. 9

December 29, 1929

Capacity of Sidings in Car Lengths	EASTWARD — SECOND CLASS					FIRST CLASS			Distance from San Francisco	STATIONS	Distance from Carrizozo	WESTWARD — FIRST CLASS			THIRD CLASS			
	232	230	202	228	226	14	4	12				13	3	11	201	231	227	229
	Freight	Freight	Local Freight	Freight	Freight	Californian	Golden State Limited	Apache				Californian	Golden State Limited	Apache	Local Freight	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Tue. Thur. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Fri. Sun.	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKIP						9.00PM	6.05PM	12.30PM	1295.9	TO-R EL PASO Union Passenger Depot (Dbl. Trk.) 1.1	144.0	s 5.35AM	s 9.50AM	s 11.30AM				
Yard CFBWYTPK	6.30PM	12.45PM	7.00AM	6.15AM	12.15AM	9.05PM	6.10PM	12.35PM	1297.0	TO-R EL PASO Octavia St. T. & N. O. Co. Yard (Dbl. Trk.)	142.9	5.28AM	9.43AM	11.23AM				
Trains and Engines moving between Tower 47 and El Paso Union Depot are governed by T & NO El Paso Division time table. Times shown above for information only																		
P	6.35PM	12.50PM	7.05AM	6.20AM	12.20AM	9.07PM	6.12PM	12.37PM	1297.6	0.6 (Block Signals) EL PASO TOWER 47 T. & N. O. Co. Connection	142.3	5.25AM	9.40AM	11.20AM				
YARD P									1297.0	EL PASO Dallas St. Yard 4.5	142.9				2.50PM	11.50AM	7.20PM	3.35AM
24 Spur P						f			1301.5	FORT BLISS 0.8	138.4	f						
100 P	**7.00**	1.15	7.30	6.45	12.45	f 9.25	6.30	12.55	1302.3	PLANEPORT 6.7	137.6	f 5.09	9.24	11.04	2.30	11.30	**7.00**	3.13
69 P	7.12	1.30	7.45	7.00	1.00	f 9.33	**6.38**	1.03	1309.0	PANCHO 7.1	130.9	f 4.59	9.17	10.57	2.15	11.19	**6.38**	3.02
99 WP	7.35	**1.55**	8.10	7.25	1.25	f 9.46	6.47	1.12	1316.1	TO NEWMAN 5.6	123.8	f 4.49	9.09	10.49	**1.55**	11.08	6.10	2.50
71 P	7.50	2.10	8.25	7.40	1.40	f 9.54	6.53	1.19	1321.7	HUECO 4.5	118.2	f 4.41	8.59	10.39	1.35	10.59	6.00	2.40
72 P	7.59	2.19	8.33	7.49	1.49	f 9.59	6.58	**1.24**	1326.2	ALVARADO 5.9	113.7	f 4.34	8.54	10.34	**1.24**	10.52	5.52	2.32
72 P	8.09	2.29	**8.47**	7.59	1.59	f 10.07	7.04	1.31	1332.1	DESERT 7.1	107.8	f 4.26	**8.47**	10.27	1.00	10.43	5.42	2.22
70 P	8.20	2.40	9.05	8.10	**2.10**	f 10.16	7.12	1.39	1339.2	ELWOOD 5.8	100.7	f 4.17	8.39	10.19	12.45	10.32	5.30	**2.10**
119 WYP	8.40	3.05	9.20	**8.32**	2.32	s 10.29	7.28	1.54	1345.0	TO OROGRANDE Junction Jarilla Line 6.3	94.9	s 4.09	**8.32**	**10.12**	12.30	**10.12**	5.20	1.45
71 P	8.55	3.20	**9.41** **9.59**	8.48	2.46	f 10.38	7.37	2.03	1351.8	TURQUOISE 5.7	88.6	f 3.57	8.19	**9.59**	12.01PM	**9.41**	4.57	1.26
70 P	9.04	3.30	10.20	8.58	2.56	f 10.46	7.45	2.11	1357.0	PAXTON 5.1	82.9	f 3.50	8.11	9.51	11.50AM	9.32	4.47	1.16
74 P	9.13	3.40	10.30	9.08	3.05	f 10.53	7.51	2.17	1362.1	ESCONDIDA 3.9	77.8	f 3.43	8.05	9.45	11.40	9.24	4.38	1.07
92 P	9.20	3.48	10.38	**9.18**	3.13	f 10.59	7.55	2.22	1366.0	DUNES 6.3	73.9	f 3.37	8.00	9.40	11.31	**9.18**	4.31	1.00
71 P	9.31	4.00	10.50	**9.33**	**3.29**	f 11.07	8.02	2.29	1372.3	VALMONT 5.9	67.6	f **3.29**	7.53	**9.33**	11.20	9.06	4.20	12.49
109 P	9.41	**4.10**	10.59AM	9.50	3.45	f 11.14	8.08	2.35	1378.2	OMLEE 4.6	61.7	f 3.22	7.46	9.26	11.10	8.57	**4.10**	12.39
177 CFBWPK	10.20	4.45	12.30PM	**10.30**	4.25	s 11.43	f 8.18	s 2.50	1382.8	(Block Signals) TO-R ALAMOGORDO 1.4	57.1	s 3.13	f 7.40	s 9.20	**10.55** **9.23**	8.50	3.57	12.30
YP	10.25	4.50	12.35	10.35	4.30	11.45	8.20	2.52	1384.2	ALAMOGORDO JCT. 4.4	55.7	2.58	7.31	9.04	9.18	8.30	3.36	12.01AM
70 P	10.40	5.10	12.45	10.50	4.45	f **11.53**PM	8.30	3.02	1388.6	KEARNEY 7.0	51.3	f 2.53	7.26	8.59	9.09	8.23	3.29	**11.53**PM
73 P	11.00	5.30	2.00	11.10	5.05	s 12.10AM	8.39	s **3.15**	1395.6	TO TULAROSA 7.4	44.3	s 2.43	7.17	s **8.50**	**8.50** **7.45**	**8.12**	**3.15**	11.34
70 P	**11.20**	5.50	2.15	11.30	5.25	f 12.22	8.48	3.25	1403.0	TEMPORAL 4.2	36.9	f 2.25	7.08	8.38	7.30	8.00	2.59	**11.20**
70 P	11.30	6.00	2.25	11.40AM	5.35	f 12.28	8.53	3.30	1407.2	SALINAS 5.7	32.7	f 2.19	7.02	8.32	7.20	7.50	2.52	11.07
71 WP	11.50PM	6.20	**2.43**	12.01PM	5.55	f 12.40	9.00	f 3.40	1412.9	TO THREE RIVERS 5.5	27.0	f 2.10	6.54	f 8.24	7.10	7.40	**2.43**	10.57
71 P	12.10AM	6.40	3.10	12.20	6.15	f 12.50	9.07	3.50	1418.4	NORTH 6.1	21.5	f 2.00	6.47	8.17	6.55	7.30	2.29	10.47
71 WP	12.30	7.05	3.40	12.45	**6.40**	f 1.03	9.16	f 4.02	1424.5	OSCURA 8.3	15.4	f 1.52	**6.40**	f 8.10	**6.40**	7.20	2.19	10.36
70 P	12.50	7.25	4.00	1.05	**7.05**	f 1.15	9.26	4.13	1432.8	POLLY 7.1	7.1	f 1.41	6.30	8.00	6.00	**7.05**	2.06	10.22
YARD CBTWYPK	1.20AM	7.50PM	4.20PM	1.30PM	7.30AM	s **1.30**AM	s 9.38PM	s 4.25PM	1439.9	TO-R CARRIZOZO	0.0	**1.30**AM	6.20AM	7.50AM	5.40AM	6.40AM	1.55PM	10.10PM
	Arrive Daily	Arrive Daily	Arrive Tue. Thurs. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(144.0)		Leave Daily	Leave Daily	Leave Daily	Leave Wed. Fri. Sun.	Leave Daily	Leave Daily	Leave Daily
	(6.50)	(7.05)	(9.20)	(7.15)	(7.15)	(4.30)	(3.33)	(3.55)		Time over District		(4.05)	(3.30)	(3.40)	(9.10)	(5.10)	(5.25)	(5.25)
	21.07	20.32	15.42	19.85	19.85	30.88	40.56	36.76		Average speed per hour		36.08	41.14	39.27	15.57	27.87	26.58	26.58

Westward trains are superior to trains of the same class in the opposite direction

Westward New Mexico Division freight trains enter Dallas St. Yard El Paso at Missouri St.

Between yard limit board East of Alamogordo Junction and connection between main track and siding located east of Alamogordo station, trains to and from the Cloudcroft Line may move under authority of block signals only. All trains must move between these points prepared to stop expecting to find main track occupied. Cloudcroft trains must avoid delaying main line trains and should when practicable move through Alamogordo siding instead of through the connection.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
11	Any Station	Discharge		Hutchinson, Kans. and Amarillo, Tex.
12	Any Station	Receive	Amarillo, Tex. and Hutchinson, Kans.	
12	Any Station	Discharge		Yuma, Ariz

SANTA ROSA SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	EASTWARD THIRD CLASS		SECOND CLASS				FIRST CLASS			Distance from San Francisco	Time Table No. 9 December 29, 1929	Distance from Tucumcari	WESTWARD FIRST CLASS			SECOND CLASS			THIRD CLASS	
	206	204	230	228	226	232	4	12	14				3	11	13	227	229	231	205	203
	Local Freight	Local Freight	Freight	Freight	Freight	Freight	Golden State Limited	Apache	Californian				Golden State Limited	Apache	Californian	Freight	Freight	Freight	Local Freight	Local Freight
	Leave Tue. Thur. Sat.	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS (Block Signals)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Tue. Thur. Sat.
Yard BTCWYPK		7.45AM	8.20PM	2.00PM	8.00AM	2.00AM	9.50PM	4.37PM	1.50AM	1439.9	TO-R CARRIZOZO	187.5	s 6.08AM	s 7.38AM	s 1.15AM	1.20PM	9.30PM	6.00AM		12.10PM
											0.4									
										1440.3	CARRIZOZO JUNCTION	187.1								
											6.6									
71 P		8.00	8.40	2.20	8.20	2.20	10.01	4.49	f 2.02	1446.9	ROBSART	180.5	5.56	7.26	f 1.03	1.00	9.15	5.40		11.50AM
											5.3									
70 WP		8.15	**9.00**	2.35	8.35	2.35	10.11	4.59	f 2.13	1452.2	COYOTE	175.2	5.49	7.19	f 12.52	12.40	**9.00**	5.20		11.35
											7.0									
70 P		8.30	9.25	2.55	8.55	2.55	10.21	5.11	f 2.24	1459.2	LARGO	168.2	5.40	7.10	f 12.42	12.25	8.40	5.05		11.15
											4.3									
80 WP		9.00	9.55	3.25	9.25	3.25	10.28	5.20	s 2.35	1463.5	TO ANCHO	163.9	5.35	7.05	s 12.34	12.15	8.30	4.55		11.00
											3.5									
100 P		9.20	10.15	3.45	9.45	3.45	10.35	5.28	f 2.44	1467.0	LUNA	160.4	5.30	7.00	f 12.25	12.05PM	8.15	4.45		10.25
											6.0									
70 P		9.45	10.40	4.10	**10.10**	4.10	10.46	5.40	f 2.57	1473.0	TECOLOTE	154.4	5.21	6.51	f 12.15	11.45AM	7.55	4.35		**10.10**
											4.8									
70 P		9.55	**10.52**	4.20	10.20	**4.25**	**10.52**	5.48	f 3.04	1477.8	ELDA	149.6	5.15	6.45	f 12.07AM	11.35	7.40	**4.25**		9.45
											4.7									
125 WP		10.10	11.10	4.35	10.35	4.35	10.58	5.56	f 3.10	1482.5	GALLINAS	144.9	5.09	6.39	f 11.59PM	11.25	7.30	4.00		9.20
											8.4									
68 YP		**11.00**	**11.44PM**	5.00	**11.00**	**4.57**	11.09	f 6.12	s 3.23	1490.9	TO CORONA	136.5	**4.57**	f 6.26	s **11.44**	**11.00**	7.05	3.45		8.45
											4.3									
68 P		11.30	12.05AM	5.10	11.10	5.25	11.15	6.19	f **3.29**	1495.2	VARNEY	132.2	4.50	6.16	f 11.31	10.35	6.55	**3.29**		7.40
											3.8									
67 WP		11.45AM	12.15	5.20	11.20	5.40	**11.22**	6.24	f 3.35	1499.0	TORRANCE	128.4	4.44	6.10	f **11.22**	10.25	6.45	3.10		7.25
											5.4									
70 P		12.05PM	12.35	5.40	11.40	**6.02**	11.28	**6.31**	f 3.41	1504.4	HELENA	123.0	4.36	**6.02**	f 11.12	10.10	**6.31**	2.55		7.10
											6.2									
Yard WTP		12.40	12.45	**6.00**	11.55AM	6.20	11.37	f 6.40	s 3.52	1510.6	TO DURAN	116.8	4.27	f 5.53	s 11.06	9.55	**6.00**	2.40		6.50
											6.0									
78 P		12.55	12.55	6.15	12.10PM	**6.35**	11.44	6.49	f 4.00	1516.6	INDIOLE	110.8	4.19	5.44	f 10.55	9.35	5.40	2.25		**6.35**
											4.9									
78 P		1.05	1.05	6.25	12.20	6.45	11.50PM	6.56	f **4.12**	1521.5	EPRIS	105.9	**4.12**	5.37	f 10.48	9.20	5.25	2.10		6.15
											3.9									
No. 1-97 KCWP No. 2-47	7.45AM	1.20PM	**1.40**	**7.10**	1.05	7.30	12.01AM	s **7.10**	s 4.35	1525.4	TO-R VAUGHN	102.0	4.00	s 5.25	s 10.35	8.50	5.05	**1.40**	3.30PM	6.00AM
											2.7									
74 P	**8.05**		1.50	7.20	1.15	7.35	12.05	7.14	f 4.39	1528.1	TONY	99.3	3.55	5.16	f 10.25	**8.05**	4.15	1.00	3.10	
											5.2									
70 P	8.20		2.00	7.30	1.25	**7.45**	12.12	7.21	f 4.46	1533.3	LEONCITO	94.1	3.48	5.08	f 10.17	**7.45**	3.55	12.40	2.45	
											6.7									
71 P	8.32		2.10	7.40	1.36	7.55	**12.20**	7.28	f **4.59**	1540.0	WINKLE	87.4	3.39	**4.59**	f 10.07	7.20	3.35	**12.20AM**	2.20	
											7.2									
102 WP	9.00		2.22	7.55	**1.50**	8.10	12.29	7.37	s 5.18	1547.2	TO PASTURA	80.2	3.30	4.50	s 9.57	6.50	3.10	11.50PM	**1.50**	
											5.2									
70 P	9.25		2.32	8.05	2.05	8.25	12.36	7.44	f 5.28	1552.4	GUADALUPE	75.0	3.20	4.41	f 9.47	6.25	2.40	11.25	1.25	
											6.1									
70 P	9.40		2.44	8.15	**2.20**	8.37	12.44	7.52	f 5.40	1558.5	ARABELLA	68.9	3.10	4.30	f 9.36	6.10	**2.20**	11.10	1.00	
											5.2									
70 CP	10.05		**3.00**	8.25	2.30	8.50	12.52	7.59	f **5.51**	1563.7	PINTADO	63.7	**3.00**	4.19	f 9.25	**5.51**	2.00	10.55	12.40	
											4.6									
No.1-72 WYP No.2-67	11.10		3.30	8.35	2.45	9.05	1.00	s 8.10	s 6.10	1568.3	TO SANTA ROSA	59.1	f 2.53	s 4.10	s 9.18	5.25	1.40	10.35	12.15PM	
											5.7									
92 P	11.35		**3.56**	**9.00**	3.00	9.20	1.09	8.21	f 6.22	1574.0	HAWKS	53.4	2.45	**3.56**	f **9.00**	5.12	1.25	10.20	11.30AM	
											3.4									
70 P	11.50AM		4.10	9.15	3.15	9.35	1.15	8.28	f 6.30	1577.4	LOS TANOS	50.0	2.41	3.52	f 8.55	5.02	1.15	10.12	11.23	
											2.9									
95 P	12.05PM		4.20	9.25	3.25	9.45	1.20	8.33	f 6.36	1580.3	ALCOR	47.1	2.38	3.48	f 8.52	4.55	1.10	10.05	11.15	
											5.5									
100 WP	**12.55**		**4.35**	**9.40**	3.40	10.00	1.27	**8.42**	s 6.48	1585.8	TO CUERVO	41.6	2.30	3.40	s **8.42**	**4.35**	**12.55**	**9.40**	11.00	
											8.9									
100 P	1.20		4.50	10.00	4.00	**10.20**	1.40	8.54	f 7.00	1594.7	NEWKIRK	32.7	2.17	3.26	f 8.24	4.05	12.20	9.15	**10.20**	
											5.7									
69 P	1.30		5.05	10.15	4.15	10.35	1.49	**9.02**	f 7.12	1600.4	SIMMONS	27.0	2.09	3.19	f 8.15	3.55	12.10PM	**9.02**	9.50	
											6.3									
100 WP	2.00		5.17	10.30	4.30	10.50	**2.00**	9.12	s 7.22	1606.7	TO MONTOYA	20.7	**2.00**	3.10	s 8.05	3.40	11.55AM	8.40	9.30	
											8.8									
70 P	2.20		5.30	10.45	4.45	11.05	2.12	9.24	f 7.33	1615.5	PALOMAS	11.9	1.43	3.00	f 7.53	3.20	11.35	8.20	8.40	
											6.4									
70 P	2.40		5.45	11.00	5.00	**11.20**	2.20	9.33	f 7.43	1621.9	HARGIS	5.5	1.35	2.51	f 7.45	3.08	**11.20**	8.08	8.20	
											5.5									
Yard CFWYTPBK	3.00PM		6.00AM	11.20PM	5.20PM	11.40AM	s 2.35AM	s 9.45PM	s ¶7.55AM	1627.4	TO-R TUCUMCARI	0.0	1.25AM	2.40AM	¶ 7.35PM	2.50AM	11.00AM	7.50PM	8.00AM	
	Arrive Tue. Thur. Sat.	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(187.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Tue. Thur. Sat.
	(7.15) 14.06	(5.35) 15.91	(9.40) 19.39	(9.20) 20.09	(9.20) 20.09	(9.40) 19.39	(4.45) 39.11	(5.08) 36.52	(6.05) 30.82		Time over District / Average speed per hour		(4.43) 39.75	(4.58) 37.75	(5.40) 33.67	(10.30) 18.17	(10.30) 18.17	(10.10) 18.45	(7.30) 13.60	(6.10) 13.86

Westward trains are superior to trains of the same class in the opposite direction.

No. 4 will hold Main track at Tucumcari to West Connection East Yard against Nos. 3 and 11 and head in on No. 1 track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
11	Any Station	Discharge		Hutchinson, Kans. and Amarillo, Tex.
12	Any Station	Receive	Amarillo, Tex. and Hutchinson, Kans.	
12	Any Station	Discharge		Yuma, Ariz.

SANTA ROSA SUBDIVISION
DAWSON LINE

Time Table No. 9

December 29, 1929

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 210 Local Freight	EASTWARD SECOND CLASS 208 Mixed	Distance from San Francisco		STATIONS	Distance from Dawson	WESTWARD SECOND CLASS 207 Mixed	WESTWARD SECOND CLASS 209 Local Freight
	Leave Mon. Wed. Friday	Leave Daily					Arrive Daily	Arrive Tue. Thur. Sat.
Yard TCWYPBKF	7.30AM	9.00AM	1627.4	TO-R	TUCUMCARI 7.5	132.0	s 6.10PM	5.30PM
41 P	7.50	f 9.20	1634.9		BASCOM 5.5	124.5	f 5.42	4.40
29 P	8.05	f 9.35	1640.4		CANADIAN 9.7	119.0	f 5.18	4.05
42 P	8.35	f 10.05	1650.1		ATARQUE 5.5	109.3	f 4.55	3.35
2 Spur		f	1655.6		TRIGG RANCH 6.1	103.8	f	
29 YWP	9.10	s 10.35	1661.7		CAMPANA 5.9	97.7	s 4.25	2.50
29 P	9.35	f 11.00	1667.6		MEDIO 5.4	91.8	f 3.50	2.15
60 CYP	10.15	f 11.25	1673.0		CABEZA 4.9	86.4	f 3.20	1.40
72 P	10.40	s 11.40AM	1677.9	TO	MOSQUERO 8.4	81.5	s 2.58	1.20
52 WP	11.15AM	s 12.01PM	1686.3		SOLANA 9.8	73.1	s 2.35	12.55
29 P	12.30PM	¶ 12.25 12.50	1696.1	TO	ROY 10.3	63.3	¶ 2.10 1.45	12.25PM
58 YP	1.20	s 1.20	1706.4	TO	MILLS 4.3	53.0	s 1.20	11.35AM
74 P	1.40	f 1.30	1710.7		ALICIA 4.9	48.7	f 12.55	11.05
58 WP	2.00	s 1.50	1715.6		ABBOTT 6.2	43.8	s 12.30	10.30
51 P	2.15	f 2.05	1721.8		VERNON 8.0	37.6	f 12.05PM	10.00
37 CYP	2.50	s 2.30	1729.8	TO	TAYLOR 11.5	29.6	s 11.35AM	9.20
P		3.10 4.10	1741.3	TO	FRENCH 0.4	18.1	11.05 10.35	
27 P	3.40	f 4.15	1741.7		LLOYD 12.6	17.7	f 10.20	8.20
Yard PI	4.10	s 4.45	1754.3		COLFAX 5.1	5.1	s 9.50	7.50
Yard YCWTPBK	4.30PM	s 5.20PM	1759.4	TO-R	DAWSON	0.0	9.30AM	7.30AM
	Arrive Mon. Wed. Friday	Arrive Daily			(132.0)		Leave Daily	Leave Tue. Thur. Sat.
	(9.00) 14.64	(8.20) 15.84			Time over District Average speed per hour		(8.40) 15.23	(10.00) 13.20

Time shown at French applies at A. T. & S. F. Station and is for information only.

ALAMOGORDO SUBDIVISION
CLOUDCROFT LINE

Time Table No. 9

December 29, 1929

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 218 Mixed	EASTWARD SECOND CLASS 214 Mixed	Distance from San Francisco		STATIONS	Distance from Russia	WESTWARD THIRD CLASS 213 Mixed	WESTWARD THIRD CLASS 217 Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
177 BCFWPK	12.15PM	7.00AM	1382.8	TO-R	ALAMOGORDO 1.4	32.3	s 3.00PM	6.25PM
YP	12.20	7.05	1384.2		ALAMOGORDO JUNCTION 2.8	30.9	2.50	6.15
2 Spur			1387.0		OLIVERLEE 1.8	28.1		
17 P	12.35	f 7.25	1388.8		LA LUZ 3.7	26.3	s 2.35	6.00
14	12.55	f 7.45	1392.5		EL VALLE 2.9	22.6	f 2.10	5.35
15	1.10	f 8.00	1395.4		PINTO 3.2	19.7	f 1.55	5.20
15 P	1.35	s 8.25	1398.6		HIGH ROLLS 0.7	16.5	s 1.35	5.00
9 P	1.40	s 8.30	1399.3		MOUNTAIN PARK 1.6	15.8	s 1.25	4.50
7 WP	1.55	f 8.45	1400.9		WOOTEN 2.6	14.2	f 1.15	4.40
8 YP	2.15	f 9.05	1403.5		TOBOGGAN 0.2	11.6	f 1.00	4.25
			1403.7		SWITCHBACK (South End) 0.6	11.4		
			1404.3		SWITCHBACK (North End) 1.6	10.8		
1 Spur			1405.9		BAILEYS 2.8	9.2		
14 WPY	2.55PM	s 9.50	1408.7	TO-R	CLOUDCROFT 0.7	6.4	s 12.20	3.45PM
41 Spur		9.55	1409.4		HOTEL 1.2	5.7	12.05PM	
11 Spur		f 10.05	1410.6		COX CANON 2.7	4.5	f 11.55AM	
2 Spur			1413.3		HUDMANS 1.8	1.8		
22 YP		s 10.30AM	1415.1		RUSSIA	0.0	11.30AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(32.3)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.40) 9.71	(3.30) 9.23			Time over District Average speed per hour		(3.30) 9.23	(2.40) 9.71

ALAMOGORDO SUBDIVISION
JARILLA LINE

Time Table No. 9

December 29, 1929

Capacity of Sidings in Car Lengths	EASTWARD		Distance from San Francisco		STATIONS	Distance from Zora	WESTWARD	
119 WYP			1345.0	TO	OROGRANDE Junction Jarilla Line 0.5	4.9		
40 Spur			1345.5		SMELTER 2.3	4.4		
9 Spur			1347.8		MURRAY 0.1	2.1		
12			1347.9		JARILLA 0.6	2.0		
33 Spur			1348.5		LUCKY MINE 0.4	1.4		
4 Spur			1348.9		JARILLA RED. CO. 0.7	1.0		
2 Spur			1349.6		PARKER 0.3	0.3		
			1349.9		ZORA	0.0		
					(4.9)			

ALAMOGORDO SUBDIVISION
CAPITAN LINE

Time Table No. 9

December 29, 1929

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS	EASTWARD SECOND CLASS 216 Mixed	Distance from San Francisco		STATIONS	Distance from Capitan	WESTWARD THIRD CLASS 215 Mixed	
		Leave Tue. Fri.					Arrive Tue. Fri.	
Yard BTCWYPK		7.00AM	1439.9	TO-R	CARRIZOZO 0.4	21.3	s 12.20PM	
		7.02	1440.3		CARRIZOZO JUNCTION 8.7	20.9	12.15PM	
5 Spur		f 7.50	1449.0		WALNUT 4.4	12.2	s 11.40AM	
			1453.4		SWITCH BACK (N. End) 0.4	7.8		
			1453.8		SWITCH BACK (S. End) 0.7	7.4		
5 Spur		f 8.35	1454.5		INDIAN DIVIDE 4.2	6.7	f 10.55	
27 Spur Y		f 9.00	1458.7		COALORA 2.5	2.5	f 10.25	
32 Spur P		s 9.25AM	1461.2		CAPITAN	0.0	10.00AM	
		Arrive Tue. Fri.			(21.3)		Leave Tue. Fri.	
		(2.25) 8.81			Time over District Average speed per hour		(2.20) 9.13	

Westward trains are superior to trains of the same class in the opposite direction.

RULE D-10 (G). Where there are two or more main tracks, an unattended red signal, except a fixed signal or fusee, will not apply to the track on which the train is moving if displayed beyond the first rail of an adjoining main track.

RULE 10 (H). First paragraph is modified to read: "A yellow signal will be displayed to the right of the track in the direction of movement, one-half mile each side of structure or track over which speed of trains must be restricted."

RULE D-11 (A). Has been changed to read: "Where there are two or more main tracks, a fusee will not apply to the track on which a train is moving if displayed beyond the first rail of an adjoining main track."

RULE D-72 (A). When a section of double track is being used as single track under Form D-S, Westward trains are superior to trains of the same class in the opposite direction.

RULE 85 (A). Third-class trains may pass and run ahead of second-class trains.

RULE 91 (B). When a train leaves continuously block signaled territory a ten minute fusee will be left immediately after passing last signal for purpose of spacing trains. This will not apply at an open train-order office.

RULE 99 (C). Rule 99 will ordinarily be regarded as complied with in protecting rear end of a first-class train standing at station platform at:

Alamogordo Carrizozo Santa Rosa Tucumcari

when flagman takes position thirty feet to the rear of his train, provided no first-class train in the same direction is due by time-table. If time of stop be of unusual length, or if vision be obstructed by fog or storm, or other conditions make it necessary to increase the distance, flagman must go back sufficient distance to insure full protection.

RULE 221. That portion of Rule 221 reading: "Train-order office hours will be shown in the time-table" is cancelled. When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 221 (B). If the date of a clearance card is incorrect, or omitted, trains will not stop for another clearance card, but wire report to Superintendent.

RULE 509. That portion reading: "—or to enter a terminal yard, provided the switch is set for receiving track and the route is clear to the fouling point of switch," will also apply to double track.

RULE 672. Second sentence of Rule 672 is changed to read: "When so arranged they will be semi-automatic and distinguished by a number plate and the letters 'SA' near the number plate."

RULE 822. Modified as follows:

When main rod only is removed .... 30 miles per hour.
When side rods only are removed .... 30 miles per hour.
When both main and side rods are removed .... 20 miles per hour.

SPECIAL INSTRUCTIONS

RULE 2. The following are designated watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

El Paso, First National Bank Bldg.	G. D. Davidson Co.
Alamogordo	A. Sorenson.
Carrizozo	J. K. Such.
Tucumcari	E. E. Rivers.

RULE 83 (A). Only trains originating or terminating at Vaughn and Alamogordo will register at that point.

RULE 83 (C). Extra trains Cloudcroft Line register at Alamogordo and Cloudcroft, when such stations are open train-order offices.

RULE 83 (D). Trains on Cloudcroft Line must obtain clearance card before leaving Cloudcroft when such station is an open train-order office.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

El Paso	Russia	Tucumcari	
Alamogordo	Carrizozo	Santa Rosa	Dawson
Cloudcroft	Capitan	Vaughn	

RULE 98. The normal position of switches at junctions will be as follows:

Alamogordo Junction	For Main Track.
Carrizozo Junction	For Main Track.
Tucumcari (Dawson Line)	For Stock Track.
French Jct.	For Main Track.

RULE 867. On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made between points as listed below without stopping for train inspection. It must be distinctly understood that a thorough train inspection will be made at any intermediate stops;

Tucumcari and Cuervo,	Vaughn and Santa Rosa,	Vaughn and Gallinas
Gallinas and Carrizozo,	Carrizozo and Tularosa,	Oscura and Alamogordo
Orogrande and El Paso		

Freight trains descending grades will stop at least ten minutes at MEDIO and CAMPANA and five minutes at HIGH ROLLS, LA LUZ and WALNUT for inspection of cars and engines.

Engines running light, descending grades of 1½% or over, will make same stops for inspection as are made by freight trains on such grades and Enginemen will know that tires and machinery are in satisfactory condition.

RULE 873. Modified as follows: "Brakemen must be on top of their trains when descending steep grades or under other conditions when the safety of their trains so require."

AIR BRAKE AND TRAIN INSPECTION

Use of Retainers

Westward trains will use all retainers from Cabeza to Campana, from Indian Divide to Walnut, and from Zora to Orogrande. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Sufficient retainers will be used on Westward trains between Planeport and El Paso to insure safety.

Where retainers are used the rate of speed of freight or mixed trains on any grade of 1% or over will not exceed twenty-five miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

Westward trains between Mosquero and Campana, Dawson Line, and at all points on the Capitan and Cloudcroft lines must use 90 pounds brake pipe pressure.

Westward trains will make rear end test as required by Rule 17, "Rules and Regulations governing Air Brakes," before leaving Russia, Cloudcroft, High Rolls, Indian Divide, Walnut, Mosquero, Cabeza and Medio.

INSTRUCTIONS TO PREVENT ACCUMULATION OF MOISTURE AND WATER IN BRAKE PIPES.

(a) Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

(b) At terminals upon arrival of freight trains the hose on the first five head end cars must be uncoupled, after which the brake pipe on each of these cars must be thoroughly blown out consecutively from an engine or yard air line.

(c) Before coupling engine to any train, brake pipe must be blown out by opening angle cock wide open on end of engine next to train, with brake valve handle in release position.

(d) When cars are set out enroute the brake pipe must be blown out from the head end of the cars set out and angle cock left open.

(e) Before starting descent of grade with a freight train, the brake pipe at the forward portion of train must be blown out by uncoupling the hose between the first and second cars, leaving both angle cocks open.

(g) Instructions in letters a and d apply irrespective of climatic conditions or time of year. Letters b, c and e must be put into effect when freezing weather is liable to be encountered and apply between November 15th and February 15th, before descending grades as follows:

Gallinas—East and West, except Eastward trains may do this at Tecolote or Elda and Westward trains at Corona if stops made at these points.
Mosquero—West.
Russia or Cloudcroft. Capitan.

AUTOMATIC BLOCK SYSTEM

When stopped at block signals 14403 or 14396 Carrizozo, 15250 or 15259 Vaughn, 15682 or 15689 Santa Rosa, trains may then proceed with caution not exceeding six miles per hour to next home signal. In foggy or stormy weather a flagman must precede the train.

Block signals between Tower 47 and Planeport and between Carrizozo and Santa Rosa operate in the upper quadrant. Home signals indicate stop when the arm is extended horizontally, or in addition a red light is displayed, and indicate proceed when the arm is vertical or in addition a green light is displayed. Distant signals indicate proceed with caution when the arm is extended horizontally, or in addition yellow light is displayed, and indicate proceed when the arm is vertical, or in addition a green light is displayed.

Light signals are used to protect connection between main track and No. 1 track just East of passenger station Tucumcari.

INTERLOCKING

COLFAX, N. M.

At A. T. & S. F. R. R. crossing, the normal position of signals and derails is for Southern Pacific trains.

MISCELLANEOUS

1. Employes of New Mexico Division using tracks of the T. and N. O. Ry. or the El Paso Union Depot Company within their yards in El Paso are governed by the rules, regulations and current time-tables of the above Companies.

2. Trains entering El Paso which become disabled and block street crossings, will, as soon as possible, call Yardmaster in order to secure assistance of yard engine to avoid unnecessary delay in clearing street crossings.

3. Eastward freight trains will take only enough water at Newman to make Orogrande. Westward freight trains will take full tank water at Orogrande and not take water at Newman unless necessary.

4. On passenger trains entering terminals where engines are to be changed, or train switched, rear brakeman will open steam valve on rear of train at Yard Limit board of such terminal and after doing so give one long blast of air whistle as signal to Engineman to shut off steam.

5. Sprinklers on engines handling passenger trains must be used to full extent in sand cuts between Newman and Alamogordo and through full length of station grounds at:

Newman Orogrande Montoya

Also at:

Pastura—Between station and East siding switch.

Pintado—When passing coal chute,

and whenever track is dusty account section men disturbing the surface, limits of which will be marked from time to time by sprinkler flags.

Conductors must make wire report to Superintendent when for any reason sprinklers are not used.

6. Look out for drifting sand between Planeport and Hueco, Turquoise and Paxton, switches at Temporal and at Robsart; and for rocks and trees immediately after rains or thaws between Arabella and Pintado.

7. The following signs when placed at left of page in time-table indicate:
"C"—Coal Station.
"F"—Oil Station.

Eastward passenger trains take full tank of coal at Alamogordo and enough at Vaughn to make Tucumcari.

Westward passenger trains take full tank of coal at Vaughn and at Alamogordo if necessary.

8. Ash pans must not be dumped and trains moved over cinders before fire has been extinguished.

9. Report to Chief Train Dispatcher from first point of communication, any leak in water service pipe line between Carrizozo and Pastura.

10. While switching over street crossings just West of station at Alamogordo, flagman must be stationed on crossing.

11. First class trains meeting at Alamogordo will use that portion of the siding between the East and West connections, and time-table schedules and train orders applicable between first class trains only will apply at these connections. Other trains will clear the siding between these connections to avoid delay to first class trains meeting at that point.

12. Normal position of inside cutoff switch East end Pastura siding is lined and locked for stock track.

CLOUDCROFT LINE

26. Normal position for switch of wye Cloudcroft end, Alamogordo Junction, will be for the East leg.

27. Trainmen will lock switches at North and South ends of Switchback between Toboggan and Baileys for Westward trains, when cars are left on either end of Switchback.

28. When necessary to turn at Toboggan, enter South leg of wye.

29. Look out for rocks and trees between La Luz and Russia.

30. Cars must not be cut off while in motion.

31. Auxiliary retainer air line must be used on all trains.

32. Enter Cloudcroft and Russia Yard limits expecting to find Lumber Co. trains occupying main track.

33. Maximum tonnage per operative brake between Russia and La Luz 80 Ms.

SPECIAL INSTRUCTIONS, Continued

JARILLA LINE

37. Trains and engines must move with extreme caution account heavy grades and curvature.

CAPITAN LINE

40. Normal position of switch of wye Capitan end, Carrizozo Junction, will be for the West leg.

41. Look out for rocks and trees between Walnut and Coalora.

42. Cars must not be cut off while in motion.

43. Maximum tonnage per operative brake between Indian Divide and Walnut 120 Ms.

DAWSON LINE

50. Look out for drifting sand between Tucumcari and Canadian and between Abbott and Colfax, and rocks and trees between Canadian and Cabeza.

51. Take full tank of coal at Taylor.

52. Take only sufficient water at Solana to make next water station.

53. Westward trains must not follow each other closer than fifteen minutes between Cabeza and Campana.

54. While handling cuts of cars from loading tipples to train yard, Dawson, air brakes must be cut in and used on all cars.

55. Maximum tonnage per operative brake between Cabeza and Campana 160 Ms.

DERAILERS IN MAIN TRACK

JARILLA LINE

Derailing switch 190 feet East of wye switch.

Derailing switch 5975 feet East of wye switch.

DAWSON LINE

Derailing switch 550 feet West of West switch, Dawson yard.

CLOUDCROFT LINE

Derailing switch 150 feet West of West wye switch Cloudcroft.

Derailing switch 427 feet East of main track switch, on East leg of wye, Alamogordo Jct.

Derailing switch 192 feet East of main track switch, on West leg of wye, Alamogordo Jct.

CAPITAN LINE

Derailing switch 283 feet East of main track switch, on West leg of wye, Carrizozo Jct.

Derailing switch 359 feet East of main track switch, on East leg of wye, Carrizozo Jct.

SPEED TABLE

Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.
6	10		21	2	51	31	1	56	41	1	27	51	1	11
8	7	30	22	2	43	32	1	52	42	1	25	52	1	9
10	6		23	2	36	33	1	49	43	1	23	53	1	8
12	5		24	2	30	34	1	45	44	1	21	54	1	7
15	4		25	2	24	35	1	42	45	1	20	55	1	6
16	3	45	26	2	18	36	1	40	46	1	18	56	1	4
17	3	31	27	2	13	37	1	37	47	1	16	57	1	3
18	3	20	28	2	8	38	1	34	48	1	15	58	1	2
19	3	9	29	2	4	39	1	33	49	1	13	59	1	1
20	3		30	2		40	1	30	50	1	12	60	1	0

SPEED RESTRICTIONS

MAXIMUM SPEED OF PASSENGER TRAINS IS 50 MILES PER HOUR, EXCEPT BETWEEN FT. BLISS AND TUCUMCARI THE MAXIMUM SPEED IS 60 MILES PER HOUR. WHEN WATER CAPACITY OF ENGINE TENDER IS LESS THAN 9,000 GALLONS, MAXIMUM SPEED IS 50 MILES PER HOUR EXCEPT ENGINES 3100 TO 3109 INCLUSIVE WHICH ARE PERMITTED A MAXIMUM SPEED OF 60 MILES PER HOUR.

MAXIMUM SPEED OF FREIGHT OR MIXED TRAINS OR LIGHT ENGINES MOVING FORWARD, IS 40 MILES PER HOUR.

MAXIMUM SPEED OF PASSENGER TRAINS IS 50 MILES PER HOUR ON CURVES FROM 2 TO 3 DEGREES AND 45 MILES PER HOUR ON CURVES FROM 3 TO 4 DEGREES.

MAXIMUM SPEED OF FREIGHT OR MIXED TRAINS OR LIGHT ENGINES MOVING FORWARD IS 35 MILES PER HOUR ON CURVES FROM 2 to 3 DEGREES AND 30 MILES PER HOUR ON CURVES FROM 3 TO 4 DEGREES.

MAXIMUM SPEED OF 2-10-2 CLASS ENGINES IN PASSENGER SERVICE IS AS FOLLOWS:

- (a) Tangent track—45 miles per hour.
- (b) On curves of less than 5 degrees—40 miles per hour.
- (c) On curves of 5 to 6 degrees—35 miles per hour.
- (d) On curves of 6 to 7 degrees—30 miles per hour.
- (e) On curves of 7 to 10 degrees—25 miles per hour.

MAXIMUM SPEED OF CONSOLIDATED AND MIKADO TYPE ENGINES (57 AND 63 INCH DRIVERS) IN PASSENGER SERVICE IS 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING OTHER SPEED RESTRICTIONS.

Page	BETWEEN	Passenger	Freight Mixed and light engines moving forward	Light engines backing
	Through crossovers, turnouts	15	15	15
2	El Paso, Street Crossings	10	10	10
2	El Paso and Ft. Bliss, 4° curves	30	30	20
2	M. P. 1345 and M. P. 1360	50	35	20
2-3	El Paso and Tucumcari, steam derrick	------	30	------
2-3	El Paso and Tucumcari, rotary snow plow	------	15	------
2-3	El Paso and Tucumcari, pile driver	------	25	------
2-3	El Paso and Tucumcari	------	------	20
2-3	El Paso and Tucumcari, class C-20, C-21, C-22, C-23, F-3, F-4, F-5, F-6, engines moving light	------	35	20
2-3	El Paso and Tucumcari, backing up with cars or moving cars ahead of engine	20	20	------
3	Wye, Corona	5	5	5
3	Between switches, Santa Rosa	35	25	20
4	Thru interlocking limits with caution	------	------	------
4	Orogrande and end of track at Zora	12	12	12
4	Alamogordo and La Luz	20	20	20
4	La Luz and Russia	12	12	12
4	Carrizozo and M. P. 1450	20	20	20
4	M. P. 1450 and Capitan	12	12	12
4	Tucumcari and Dawson	30	30	20
4	Tucumcari and Dawson, curves of 4° to 6°	25	25	20
4	Tucumcari and Dawson, curves of 6° and over	15	15	15
4	Cabeza and Campana, Westward	15	15	15
4	Cabeza and Campana, Eastward	25	25	20
4	Dawson, over road crossing just east of station	4	4	4
	and between sunset and sunrise, must be	Flg'd	Flg'd	Flg'd
4	Dawson, over road crossing just South of Loretta tipple	4	4	4
4	Tucumcari and Dawson, steam derrick	------	20	------
	Tucumcari and Dawson, rotary snow plow	------	15	------
4	Tucumcari and Dawson, pile driver	------	25	------
4	Tucumcari and Dawson, backing up with cars or moving cars ahead of engine	20	20	------
4	Tucumcari and Dawson, Mikado type engines over following bridges, 1631-A, 1639-A, 1644-A, 1647-C, 1648-C, 1740-B	15	15	15

No. 4 reduce speed to twenty miles per hour passing station at Vaughn to permit proper exchange of U. S. Mail.

STRUCTURES LESS THAN STANDARD CLEARANCE

EL PASO TO OROGRANDE—EASTWARD

Mile Post	LOCATION	DESCRIPTION	
1316.1	Newman	Water Column, Main Track and Siding	Side

OROGRANDE TO ZORA—EASTWARD

Mile Post	LOCATION	DESCRIPTION	
1345.0	Orogrande	West End Cinder Incline, Main Track	Side
1348.5	Lucky Mine	Lucky Mine Ore Bins, No. 2 Spur	Side
1348.5	Lucky Mine	Loading Tipple, Tracks No. 1, 4 & 5	Over & Side

OROGRANDE TO ALAMOGORDO—EASTWARD

Mile Post	LOCATION	DESCRIPTION	
1382.8	Alamogordo	Cinder Loading Platform, Track No. 60	Side
1382.8	Alamogordo	Tree, Tracks No. 19 and 36	Over & Side
1382.8	Alamogordo	Ice Plant Buildings, Track No. 35	Side
1382.8	Alamogordo	Trestle for Conveyor Pipe at Mill, Track No. 101	Side
1382.8	Alamogordo	Treating Plant Tel. Wire, Track No. 110	Over
1382.8	Alamogordo	Treating plant Hoist Cable on Platform, Track No. 110	Over
1382.8	Alamogordo	Coal Chute, Main Track	Side
1382.8	Alamogordo	Water Column (East) Main Track and Siding	Side
1382.8	Alamogordo	Water Column (West) Main Track and Siding	Side
1382.8	Alamogordo	Roundhouse, Track No. 20	Over & Side
1382.8	Alamogordo	Thomas Store, Track No. 7	Side
1382.8	Alamogordo	Planing Mill Platform, Track No. 101	Side
1382.8	Alamogordo	S. W. Lbr. Co. Storehouse, Track No. 101	Side
1382.8	Alamogordo	Drying Rack at Mill Track No. 108	Side
1382.8	Alamogordo	West End Mill, Track No. 119	Over & Side
1382.8	Alamogordo	Treat. Plant Plat. & Power Ho., Track No. 111	Side
1382.8	Alamogordo	Treat. Plant & Platform, Track No. 110	Side
1382.8	Alamogordo	Treat. Plant Coal Bin, Track No. 111	Side

OROGRANDE TO ALAMOGORDO—EASTWARD (CONT'D)

Mile Post	LOCATION	DESCRIPTION	
1382.8	Alamogordo	Treat. Plant Power House, Track No. 110 & 111	Side
1382.8	Alamogordo	Breece Lumber Co., Track No. 2, Planing Mill	Side
1382.8	Alamogordo	Breece Lbr. Co., Track No. 5, Tie Loading Dock	Side
1382.8	Alamogordo	Breece Lumber Co., Track No. 4, Piles of Lath	Side
1382.8	Alamogordo	Breece Lumber Co., Track No. 4, Wood House	Side
1382.8	Alamogordo	Breece Lumber Co., Track No. 1, Piles of Logs	Side
1382.8	Alamogordo	Breece Lumber Co., Track No. 3, Log Platform	Side
1382.8	Alamogordo	Breece Lbr. Co., Track No. 1, Power Line Pole	Side

ALAMOGORDO TO RUSSIA—EASTWARD

Mile Post	LOCATION	DESCRIPTION	
1387.0	Oliverlee	Loading Tipple, Spur	Over & Side
1398.6	High Rolls	Freight House Platform, Siding	Side
1400.9	Wooten	Water Treater Platform, Main Track	Side
1408.7	Cloudcroft	Breece Lumber Co., Motor Car House, Breece Lumber Co., Connection	Side
1408.7	Cloudcroft	Breece Lumber Co., Tool House, Lbr Co. Conn.	Side
1408.7	Cloudcroft	Breece Lumber Co., Wood Shed, Lbr Co., Conn.	Side
1408.7	Cloudcroft	Breece Lumber Co., Eng Shed, Lbr Co., Main Track and Siding	Side
1408.7	Cloudcroft	Breece Lumber Co., Oil House, Lbr Co. Conn.	Side
1408.7	Cloudcroft	Water Tank Spout, Main Track	Over
1408.7	Cloudcroft	Breece Lbr. Co., Conn., N. W. Corner P. O. Bldg	Side
1408.7	Cloudcroft	Breece Lumber Co., Conn., Dwellings opposite, P. O. Building	Side
1408.7	Cloudcroft	Breece Lbr. Co., Conn. Fence, near Tool House	Side

Note—Look out for narrow rock cuts between La Luz and Russia

ALAMOGORDO TO CARRIZOZO—EASTWARD

Mile Post	LOCATION	DESCRIPTION	
1412.9	Three Rivers	Water Column, Main Track & Siding	Side
1424.5	Oscura	Water Column, Main Track and Track No. 1	Side
1424.5	Oscura	Spout on Water Tank, Track No. 2	Over
1439.9	Carrizozo	Water Column, Cinder Pit Track	Side
1439.9	Carrizozo	Coal Chute & Sand House, Track No. 20	Over & Side
1439.9	Carrizozo	Walls, Cinder Track No. 21	Side
1439.9	Carrizozo	Loading Crane, Track No. 17	Side
1439.9	Carrizozo	Storehouse Platform, Track No. 16	Side
1439.9	Carrizozo	Machine Shop, Track No. 15	Over & Side
1439.9	Carrizozo	Coal Chute, Hopper Track No. 37	Side

CARRIZOZO TO CAPITAN—EASTWARD

Mile Post	LOCATION	DESCRIPTION	
1454.5	Indian Divide	Wood Pile, Spur	Side

Note—Look out for narrow rock cuts between Vera Cruz and Indian Divide

CARRIZOZO TO TUCUMCARI—EASTWARD

Mile Post	LOCATION	DESCRIPTION	
1452.2	Coyote	Pump House, Track No. 3	Side
1463.5	Ancho	Brick Wall, Brick Plant Track	Side
1463.5	Ancho	Water Column, Main Track & Siding	Side
1482.5	Gallinas	Screening House, Track No. 3	Side
1482.5	Gallinas	Screening House, Track No. 4	Over & Side
1482.5	Gallinas	Boiler House, Tracks Nos. 4 & 5	Side
1482.5	Gallinas	Stock Pen Platform, Siding	Side
1490.9	Corona	Stock Pen Platform, Siding	Side
1499.0	Torrance	Warehouse & Stock Pen Platforms, Stock Yard Track	Side
1499.0	Torrance	Station Platform, House Track	Side
1510.6	Duran	Water Column, Main Track & Siding	Side
1510.6	Duran	Water Column, Tracks Nos. 6 & 8	Side
1510.6	Duran	Walls, Cinder Pit, Track No. 7	Side
1510.6	Duran	Freight House Platform, Track No. 13	Side
1524.7	W. of Vaughn	Concrete Arch, A. T. & S. F. Overhead Crossing, Main Track	Over & Side
1525.4	Vaughn	Water Column, Main Track & Siding	Side

CARRIZOZO TO TUCUMCARI—EASTWARD (CONT'D)

Mile Post	LOCATION	DESCRIPTION
1528.1	Tony	Stock Pen Platform, Siding……Side
1547.2	Pastura	Water Column, Main Track & Siding……Side
1547.2	Pastura	Cinder Loading Incline & Pastura Trading Co. Platform, Siding……Side
1552.4	Guadalupe	Platform, Ore Loading Spur No. 2……Side
1563.7	Pintado	Coal Chute, Main Track & Coal Chute Track……Side
1568.3	Santa Rosa	Water Column, Main Track & Siding……Side
1568.3	Santa Rosa	Moise Bros. Store & Warehouse, Ind'y Track No. 18……Side
1568.3	Santa Rosa	Coury Garage, Ind'y Track No. 18……Side
1585.8	Cuervo	Bond & Weiss Platform & Warehouse, Stock Yard Track……Side
1627.4	Tucumcari	Sand House & Coal Chute Eng. House, Track No. 85……Side
1627.4	Tucumcari	Coal Hoist, Tracks Nos. 85 & 20……Side
1627.4	Tucumcari	Coal Hoist, Engine House, Track No. 21……Side
1627.4	Tucumcari	Walls, Cinder Pit, Tracks Nos. 22 & 49……Side
1627.4	Tucumcari	Car Repairers Office, Track No. 86……Side
1627.4	Tucumcari	Roundhouse & Machine Shop Doors, Track No. 45……Over & Side
1627.4	Tucumcari	Roundhouse Doors, Track No. 31……Over & Side
1627.4	Tucumcari	Mach. Shop Coal Bin, Track No. 31……Side
1627.4	Tucumcari	Freight House Platform, Tracks on both sides……Side
1627.4	Tucumcari	Pump House & Cinder Loading Incline, Track No. 43……Side
1627.4	Tucumcari	Sinclair Oil Co. Fence, Track No. 42……Side
1627.4	Tucumcari	Tucumcari Ice Co Building & Coal Bins, both sides, Track No. 42……Side
1627.4	Tucumcari	Electric Light Co. Coal Bin, Track No. 42……Side
1627.4	Tucumcari	Tucumcari Light & Power Co Wire, 5th Street……Over
1627.4	Tucumcari	Goldenberg's old Concrete Vault, Track No. 47……Side

TUCUMCARI TO DAWSON—EASTWARD

Mile Post	LOCATION	DESCRIPTION
1639.0	Bridge 1639-A	Steel Bridge over Canadian River, Main Track……Over & Side
1673.0	Cabeza	Coal Chute, Main Track & Coal Chute Track……Side
1686.3	Solana	Stock Pen Platform, Siding……Side
1696.1	Roy	Floersheim Warehouse & Platform, Ind'y Track No. 3……Side
1696.1	Roy	Rocky Mtn. Bean & Elevator Co., Ind'y Track No. 3……Side
1696.1	Roy	Freight House Platform, Ind'y Track No. 3……Side
1706.4	Mills	Wilson Co. Elevator, Spur No. 6……Side
1715.6	Abbott	Wilson Co. Elevator, Spur……Side
1729.8	Taylor	Coal Chute, Main Track & Track No. 3……Side
1759.4	Dawson	Water Column, Tracks Nos. 16 and 17……Side
1759.4	Dawson	Scale House, Tracks Nos. 7 & 9……Side
1759.4	Dawson	Sand House, Tracks Nos. 16 & 17……Side
1759.4	Dawson	Water Loading Crane, Track No. 15……Side
1759.4	Dawson	Walls, Depressed Track No. 18……Side
1759.4	Dawson	Coal Unloading Trestle, Track No. 25……Side
1759.4	Dawson	Oil House, Track No. 38……Side

Note—Look out for narrow rock cuts between Tucumcari and Cabeza

Employes are warned that it is dangerous to ride on top or sides of cars at previously mentioned points.

Bunks on log cars, such as are used on the Cloudcroft Line, will not clear stock pen platforms.

HOSPITALS

GENERAL HOSPITAL, S. P. Hospital……San Francisco, Calif.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeons.

SURGEONS

Location	Name	Title
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager Hospital Department
El Paso	Dr. R. L. Ramey	Division Surgeon
El Paso	Dr. J. J. Gorman	Assistant Division Surgeon
El Paso	Dr. S. F. King	Assistant Surgeon
El Paso	Dr. H. H. Varner	Assistant Division Surgeon
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon
El Paso	Dr. J. M. Britton	Oculist and Aurist
El Paso	Dr. F. S. Schuster	Oculist and Aurist
El Paso	Dr. W. L. Brown	Consulting Surgeon
(Service limited to consultation with Division Surgeon)		
Alamogordo	Dr. F. B. Evans	District Surgeon
Alamogordo	Dr. J. G. Holmes	District Surgeon
Cloudcroft	Dr. R. J. Thompson	District Surgeon
High Rolls	Dr. W. P. Shelley	District Surgeon
Tularosa	Dr. H. E. Whitacre	District Surgeon
Carrizozo	Dr. F. H. Johnson	District Surgeon
Carrizozo	Dr. M. G. Paden	Consulting Surgeon
(Service limited to consultation with District Surgeons or when they are not available)		
Carrizozo	Dr. P. M. Shaver	District Surgeon
Corona	Dr. R. R. Green	District Surgeon
Duran	Dr. A. A. Sanford	District Surgeon
Vaughn	Dr. J. W. Kinsinger	District Surgeon
Santa Rosa	Dr. Z. E. Funk	District Surgeon
Tucumcari	Dr. O. E. Brown	District Surgeon
Tucumcari	Dr. C. H. Ferguson	Assistant District Surgeon
Mosquero	Dr. D. C. Daniel	District Surgeon
Roy	Dr. M. D. Gibbs	District Surgeon
Dawson	Dr. C. S. Hart	District Surgeon
Dawson	Dr. W. R. Quinn	Assistant District Surgeon

LOCATION HOSPITAL STRETCHERS

ALAMOGORDO, CARRIZOZO, VAUGHN, DAWSON, TUCUMCARI.

RATING OF ENGINES—IN M's OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	BOILER PRESSURE	El Paso and Tucumcari	Tucumcari to Campana	Campana to Cabeza	Cabeza to Dawson	Dawson to Taylor	Taylor to Mills	Mills to Canadian	Canadian to Tucumcari	Alamogordo to Russia	Russia to Alamogordo	Carrizozo to Capitan	Capitan to Carrizozo
				SINGLE	SINGLE	HELPER 1.0	SINGLE	SINGLE	HELPER 1.0	SINGLE	HELPER 1.0	SINGLE	SINGLE	HELPER 1.0	SINGLE
P-11	P—68-24/26-157-S	3100 to 3109	176	1850											
P-12	P—73-27/28-186-S	3120 to 3129	190	2600											
Mk-5, 6	Mk—63-26/28-210-S	3241 to 3277	200	3000	2500	2500	2500	6900	6900	6900	6900				
Mk-7, 8, 9	Mk—63-29/30-247-S	3300 to 3324	176	3400											
Mk-7, 9	Mk—63-29/30-247-SF														
C-18	C—57-22/28-169-S	3400 to 3409	200	2300	1950	1950	1950	5250	5250	5250	5250				
C-19	C—57-22½/28-178-S	3410 to 3426	200	2400	2050	2050	2050	5500	5500	5500	5500				
C-20	C—57-25/30-196-S	3440 to 3444	170												
C-23	C—57-23/30-193-S	3450, 3451	200	2600	2200	2200	2200	6000	6000	6000	6000				
C-22	C—57-25/30-193-S	3452 to 3469	170												
F-3	F—63-29½/32-307-S	3653 to 3667	200	4200											
F-4	F—63-29½/32-319/B-62-SF	3668 to 3717	200	4400											
Mt-1, 3, 4	Mt—73-28/30-246/B-60-SF	4300 to 4362	210	3600											
Mt-2	Mt—73-29/30-262-SF	4385 to 4390	210	3550											
C-14	C—46-21/24-125	2504	160									245	8000	760	940
C-15	C—50-21/26-126	2505 to 2508	160									230	8000	730	930
C-17	C—51-21½/28-160	2510, 2511	180									320	8000	970	1160
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS	LESS THAN 40 M's			6	6	6	6	6	6	6	6	3	3	3	3
	40 M's TO 50 M's			3	3	3	3	3	3	3	3	0	0	0	0
	50 M's AND OVER			0	0	0	0	0	0	0	0	0	0	0	0

NOTE: Ratings for districts Gallinas to El Paso and Gallinas to Tucumcari will be car limit instead of Ms.

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of engines will haul in direction indicated between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

22
C-57——187
30

CLASS "C"—Consolidated engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers
"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain

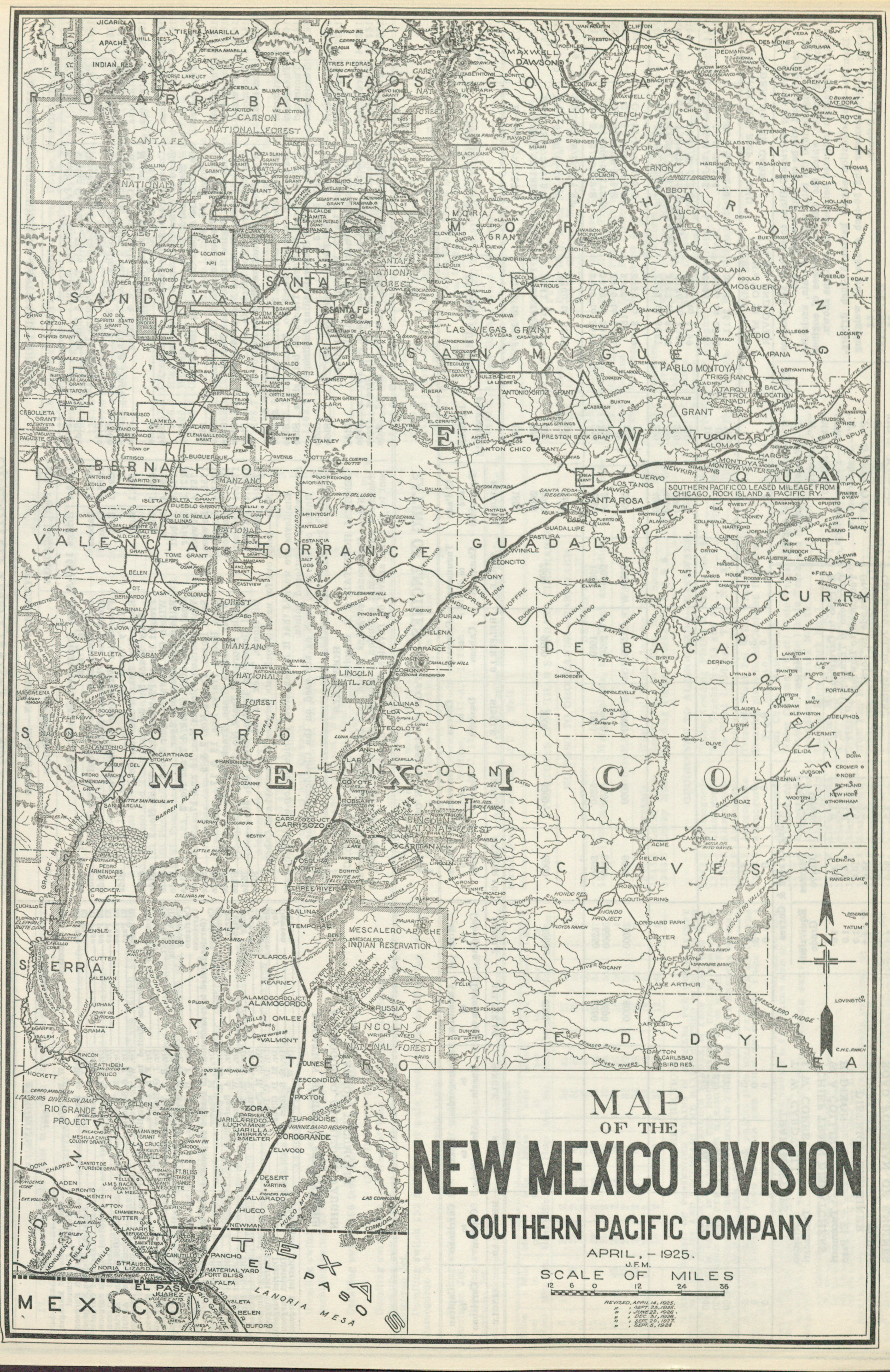
District	Ruling Grades & Curves: Per Cent Grade	Degrees Curve	Equivalent Grade
El Paso to Carrizozo	1.0	4.0	1.0
Carrizozo to Tucumcari	1.0	4.0	1.0
Tucumcari to Dawson	3.0	10.0	3.0
Orogrande to Zora	4.7	18.0	4.7
Alamogordo Jct. to Russia	5.2	30.0	5.2
Carrizozo Jct. to Capitan	4.5	20.0	4.5

TRAINMASTERS
T. W. CARDWELL……Carrizozo
J. W. CORBETT……Tucumcari

CHIEF TRAIN DISPATCHERS
W. A. COLLINS……Tucumcari
H. DIXON……El Paso

DISTRICT EXAMINER
R. D. BLOSS……El Paso

ROAD FOREMAN OF ENGINES
M. L. HULL……Tucumcari


MAP
OF THE
NEW MEXICO DIVISION
SOUTHERN PACIFIC COMPANY
APRIL, - 1925.
J.F.M.
SCALE OF MILES
12 6 0 12 24 36
SOUTHERN PACIFIC CO. LEASED MILEAGE FROM
CHICAGO, ROCK ISLAND & PACIFIC RY.
NEW MEXICO
TEXAS
EL PASO
MEXICO